(b) if so, the details of the representations;

(c) whether it is a fact that GAIL has not responded to this representation; and

(d) the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY); (a) No, Sir.

(b) to (d) Do not arise.

Reduction of Subsidy on Cooking Gas and Kerosene

†2422. SHRI SWARAJ KAUSHAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have any proposal to reduce the subsidy on cooking gas and kerosene;

(b) if so, the reasons therefor; and

(c) the extent to which it is proposed to reduce the subsidy and since when?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) to (c) The Government had decided in November, 1997 that subsidy on LPG (Domestic) and Kerosene (PDS) will be reduced in phases to reach the level of 15% and 33.33% of the import parity price by 2000-01 and 20001-02, respectively. The subsidy will be transferred to the fiscal budget from the year 2002 onwards.

Development of LPG kit for Vehicles

2423. SHRI RAJNATH SINGH 'SURYA': Will the Minister of PETROLEUM AND NATRAL GAS be pleased to state:

(a) whether it is a fact that LPG as automotive fuel gives more mileage and is lesr polluting than CNG;

(b) if so, why CNG is being promoted as fuel and not the LPG;

(c) whether there is a proposal for developing LPG kit for smaller vehicles; and

†Original Notice of the question was received in Hindi.

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NAUTURAL GAS (SHRI E. PONNUSWAMY): (a) LPG has higher vehicle range than CNG for the same volume of fuel. As far as environmental benefits of using LPG and CNG as automotive fuel are concerned, they are comparable.

(b) to (d) LPG is recognized as an environment friendly transportation fuel. Therefore, with a view to promote the use of LPG as automotive fuel in the country, in a safe manner, several regulations are required. The use of LPG as automotive fuel will commence as soon as amendments in the Motor Vehicles Act. etc. are made.

Replacement of defective LPG regulators

2424. SHRIMATI BASANTI SARMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of criteria/norms being adopted by IOC to replace the defective LPG regulators supplied to Consumers through the concerned gas agencies;

(b) whether IOC have issued some guidelines to its all gas agencies functioning in Delhi in regard to replace the defective regulators;

(c) if so, the details thereof;

(d) the details of actual cost of LPG regulator fixed by IOC;

(e) whether Government are aware that some LPG dealers of Delhi are overcharging the consumers for replacing the defective regulators; and

(f) if so, hat action Government has taken or proposed to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a> to (c) Under the existing guidelines of Indian Oil Corporation, defective Pressure Regulator are replace free of cost when no damage has been caused at the customer's end. However, Rs. 150/- is charged in case a Pressure Regulator is found damaged/tampered with by the customer.

(d) The security, tariff and penal cost of LPG regulator are recovered from the customer as given below:-

Security	Rs. 100/
Tariff cost	Rs. 150/-
Penal rate	Rs. 250-